

FIRST  
OVERSEAS  
ANNIVERSARY

649<sup>th</sup>

AEROSUPPLY SQUADRON

APRIL THIRTEENTH  
NINETEEN      ♦      NINETEEN  
ROMOPANTIN, FRANCE



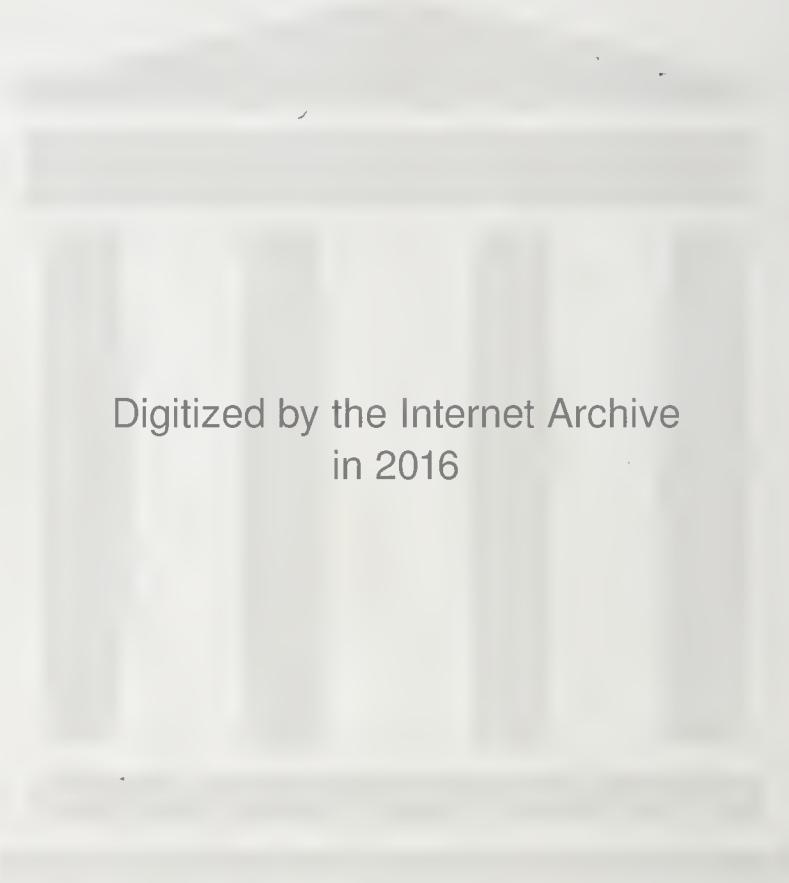
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**649th AERO SUPPLY SQUADRON**

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## *OUR DEAD*

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*"To us are left  
Our buried heroes and their matchless deeds.  
These cannot pass ; they hold the vital seeds  
Which in the far, untracked, unvisioned hour  
Burst forth to vivid bud and glorious flower."*

## “THE SIX FORTY NINTH”

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Our country called—we were ready.  
In Kelly's sand, we were there :  
At Morrison, dug ditches and oysters,  
Joined the A. E. F. at 'Nazaire.

Romorantin in France was our station,  
We put the first “Liberty” in air ;  
We worked with a will for our nation,  
And did—what was more than fair.

We handled Spare Parts in the morning,  
The same thing we did late at night,  
That our Airplane fleet that was forming  
Could win every time in the fight.

The Boche at last we have beaten,  
Even stolen his “Watch on the Rhine”;  
Could this have been done, we are thinking,  
Without the work of the SIX FORTY NINTH?

Our work in France—it is finished.  
Some day, perhaps, we'll go home.  
The “Cognac Special” will miss us,  
Mademoiselles will promenade alone.

Boys—toot sweet we'll be parting.  
To the ones we've fought for, we'll go.  
But we'll miss our Black Jack at evening,  
And our dice no more we can throw.

And when in our arm chair we're sitting,  
Around the hearth fire's cheerful glow,  
We'll recall the past, not forgetting  
The days spent at Old Romo.

And we'll think of those happy evenings,  
As the years march us on down the line ;  
And sigh for a comrade's greeting  
From the men of the SIX FORTY NINTH.

J. L. P., Pvt 1cl.

*"THE HERMITAGE HOTEL", ROMORANTIN, FRANCE*

▽ ▽ ▽

— — — M E N U — — —

S O U P

Consomme A-la Leppla

Nuts A-la Hewer :: Carnation A-la Jep :: Almonds la Brown

— — —

F I S H

Salmon Re-Sole :: Petite Redstreake

— — —

E N T R E E

Filet Minyon Logan-naise :: Pomme Parisienne Beltrand

— — —

R O A S T

De Poulette Au Arries :: Pomme frit de Hun Hauser

Avec Petite Pois à la Sauce Thomas (Tomate)

— — —

S A L A D

Tomatoes Suppressed :: Lettuce A-la Longfellow

— — —

C H E E S E

Fromage with Wurm's au Bombarded (Bombardelli)

— — —

D E S S E R T

Pflaum Pudding Sauce Barn-naise avec Pugh

— — —

L I Q U E U R S

All kinds served including Burgoyn-dy, Gallagher and Lindsey

All Drinks Un-Herd of Request the Manager

# —=— PROGRAMME —=—

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A. *Overture* ... ... ... ... ... ... JAZZ BAND.

B. *Hit Me* ... ... ... ... ... ... So-Low.  
Is. CARD-WELL.

C. *Song and Dance.*  
HAZEL NUTS.

D. *Dill Pickle Rag* ... ... ... ... DU-AT.  
RICH ODD BROS.

E. *Cellar Grated Tenor* ... ... ... So-Low.  
HEEZA NUTT.

F. *Humorisk...* ... ... ... ... SPARE PARTS TRIO.  
IMA LYRE, YOURA LYRE, HEEZA LYRE.

G. *Buttercup...* ... ... ... ... JAZZ BAND.

H. *I'm Sorry I Made You Cry* ... ... BORROWED TONE.  
2-B-SURE.

I. *A Little Bit Of Egypt* ... ... ... PONY BALLET.  
CHARLES DICKENS' SON.

J. *Homesickness Blnes* ... ... ... AL TOE.  
U.R. HORRID.

K. *Finale* ... ... ... ... ... JAZZ BAND.

Music furnished by American Red Cross Jazz Band.

## —=— DANCING —=—

**Pvt. RAY BONTER**

HARBOR SPRINGS, MICHIGAN

Died February 2, 1918

Pryor Hospital,  
Chester, South Carolina,  
U.S.A.

Cerebro Spinal Meningitis.

“So he passed to glory,  
So we left him sleeping, still  
Amid the flowers.”

**Sgt. JAMES A. MULLIGAN**

GREELEY, NEBRASKA

Died April 8, 1918

On Board U.S.S. DeKalb,  
At Sea.

Lobar Pneumonia.

“But now he has adventured  
Beyond the utmost star :  
His is that distant dwelling  
Where all dead heroes are.”

**Pvt. Icl. WILLIAM O. BLAIR**

MUSKEGON, MICHIGAN

Died October 31, 1918

A.S.P.C. No. 2,

Romorantin, France.

Accidentally Killed.

"For valor calls to valor  
Across Time's furthest span ;  
He is immortal with them,  
This young American."

**Chfr. Icl. RUSSELL W. NELSON**

BELMONT, MONTANA

Died December 24, 1918

A.S.P.C. No. 2,

Romorantin, France.

Acute Cardiac Dilatation.

"And you'll never die, my wonderful boy  
While life is noble and true,  
For all our beauty and hope and joy  
We will owe to our lads like you."

HISTORY  
OF THE  
649<sup>th</sup> AERO SUPPLY SQUADRON  
WITH THE  
AMERICAN EXPEDITIONARY FORCES  
IN FRANCE

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(With a history of the old 130th Aero Service Squadron,  
now the 649th Aero Supply Squadron, dating from the  
period of organization at Kelly Field, Texas U.S.A.,  
to April 13, 1919, as authorized by the Chief of  
Air Service, American Expeditionary Forces, France).

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BY

Sergeant ALLEN R. THOMAS



**B**RIEFLY told, the history of the 649th Aero Supply Squadron, known better in its infancy as the 130th Aero Service Squadron, is a stirring eulogy of the tireless energy of the officers and enlisted personnel of the organization, marked by many brilliant military achievements both in the training camps in the United States and on active service in France.

Organized September 5, 1917, at Kelly Field No. 1, South San Antonio, Texas, U.S.A., with a personnel of 150 enlisted men selected from the recruit lines, under the command of 1st Lieut. Lyman S. Baird, of Cincinnati, Ohio, the squadron has many times been cited for its efficient work in making the Air Service one of the greatest factors in winning the war.

With the exception of two men from the State of Washington, the personnel at the time of organization consisted entirely of enlisted men from the State of Montana. At the time of cessation of hostilities, November 11, 1918, only 15 original members remained, the rest of the personnel representing almost every State in the Union.

With the 129th, 130th, 131st, 132nd and 133rd Aero Squadrons under his command, 1st Lieut. Lyman S. Baird was relieved of his duties with the 130th Aero Squadron, on September 26, 1917, after two weeks' of organization work. During this time Lieut. Baird was only temporary commander.

On September 27, 1917, 1st Lieut. William S. Reyburn, of Philadelphia, Pennsylvania, who served the Keystone State as a national congressman, was assigned command of the squadron. Lieut. Reyburn is the son of Philadelphia's ex-Mayor, and remained in command of the 130th until November 2, 1917, when he left the organization to take command of a squadron that soon after sailed for France.

From November 2, 1917, until November 16, 1917, the squadron was in command of 1st Lieut. Harry Robertson, a native of California and a singer of national reputation. Lieut. Robertson was also in command of the 129th Aero Squadron.

As an enlisted flyer with training received at Miami, Florida, Gerald R. King, of Brooklyn, N.Y., received his commission of 1st Lieutenant and was placed in command of the 130 Aero Squadron, on November 16, 1917. After his arrival at Kelly Field and previous to his assuming command of the 130th, Lieut. King was a Sergeant in the 5th Aero Squadron.

From the date of organization until December 8, 1917, the 130th was quartered in tents, when the organization moved into new wooden barracks. Many discouraging circumstances were successfully combated during this period. It was not an unusual sight to see every tent in the field torn from its ropes by the severe sand storms of Texas and every man was glad to be moved to the wooden barracks.

From September 5, 1917, the date of organization, until January 17, 1918, 118 men were transferred out of the 130th into various squadrons for overseas duty and to schools of instruction, leaving 32 original members. This period of reorganization was successfully conducted by Lieut. King and on January 17, 1918, 118 new men were transferred from the recruit lines and other squadrons to fill up the 130th to full strength. At all times the personnel of the squadron was of 100 per cent caliber and every man was skilled in his particular trade or profession.

During its stay at Kelly Field No 1, the work of the 130th will always be ranked among the best of the air service units of the Army. From a rookie organization with no previous military service, the 130th soon acquired the aspects of the trained aero squadron. Many of the men attended the airplane mechanics training school; a few attended the flying school and later were commissioned. Guard duty and daily drills were regular routine work. The 130th also played a big part in the construction work of the various fields and engineering projects that were so successfully carried out at Kelly Field in record-breaking time.

On January 18, 1918, orders were received to move to Kelly Field No 3, a detention camp, to await further orders to entrain for an embarkation camp for overseas duty. While in this field, the 130th took part in the construction work of the camp and 5 hours drill each day. The organization was quartered in tents while at this detention camp.

Aside from the military routine work at Kelly Field, the 130th always took a big part in athletics, including baseball, football, and basketball. The social life of the squadron was not forgotten and at all times the organization lived up to its name as the "pep" squadron of Kelly Field, in military, social and athletic activities.

The long-looked-for orders to leave Kelly Field No 3, were received January 27, 1918, to entrain for the Aeronautical Supply Depot and Concentration Camp, at Morrison, Virginia. With these orders, additional information was received that changed the number of the organization from the 130th Aero Service Squadron, to the 649th Aero Supply Squadron.

Led from our squadron street at Kelly Field No. 3, by the Post Military Band, the 649th entrained on the afternoon of January 27, 1918. The trip to Morrison, Virginia was of great interest and was made over the lines of the Southern Pacific Railroad, in first-class pullman cars. At every stop the squadron was greeted by the American Red Cross workers. In order that the trip to our destination (unknown at that time by the enlisted men of the squadron), would not become tiresome, the squadron participated in hikes at the various towns and cities thruout the trip. Hikes and parades were held at Houston, Texas; New Orleans, La.; Montgomery, Ala.; Atlanta, Ga.; Greenwood, S. C.; Raleigh, N. C.; and Richmond, Va. The troop train arrived at Morrison, Va., February 2, 1918.

The first death in the squadron was that of Private Ray Bonter, of Muskegon, Michigan, who died in a hospital at Chester, S. C., of cerebro spinal meningitis, after a short illness.

Unlike the sun-scorched sands of Kelly Field, the snow and ice which covered the Morrison camp and greeted us upon our arrival there in the early morning of February 2, 1918, was a great relief to all the men. After breathing the dirty sand of Texas for the past five months, the environments of the Virginia camp put new life in the men.

As a result of the death from cerebro spinal meningitis of one of our men, the squadron was placed under quarantine for nine days after we were comfortably quartered in wooden barracks, in what was without a doubt, at that time, the finest aviation camp in the United States. During the quarantine at Morrison, most of the military routine work was a secondary matter and most of the time was taken up with athletics and the organizing of the most famous jazz band that had ever been heard in the Morrison camp. Entertainments were arranged and a basketball and baseball team formed. Over a hundred dollars was raised by the men to purchase athletic equipment. First Aid lectures were given every evening by our medical officer and there was something doing every minute. The supply sergeant got in his "dirty work" during the quarantine and overseas equipment was issued the men. On February 8, 1918, the men received a throat culture and as a result the squadron lost three more men temporarily. They were sent to a detention hospital at Newport News, Virginia, with symptoms of cerebro spinal meningitis, but were later returned to the squadron. The quarantine on the 649th was lifted on February 11, 1918.

Under the command of 1st Lieut. King, the command steadily grew to be a very efficient organization and always ranked among the first at the Morrison camp. Much of the success of the 649th as an air unit of the United States Air

Service, is also due to the following very efficient officers who were attached to the 649th at this time. They are :

1st Lieut. Gerald R. King, Commanding ; 1st Lieut. Vernon C. Sheldon, Adjutant ; 2d Lieut. A. W. Hunt ; 2d Lieut. Austin T. Quick, Supply Officer ; 2d Lieut. Louis I. Jaffe ; 2d Lieut. Leland R. Hoke ; and 1st Lieut. Jesse G. Holmes, Medical Officer.

While at the Morrison camp many of the men who lived within a radius of 500 miles of the camp, received short passes to their homes. The 649th with its efficient personnel played a very prominent part in the construction of the Morrison camp which was then in its infancy. Daily drills and hikes together with inspections for overseas duty kept the men busy every minute.

On March 23, 1918, the 649th was permanently organized for overseas duty and the squadron personnel consisted of one Master Signal Electrician, nine 1cl. Sergeants, twenty-two Sergeants, forty-five Corporals, thirty-seven First Class Privates, twenty-eight Privates, eight Cooks, and four medical men. Every man was given an efficiency test and classified at the Morrison camp.

The days spent at the Morrison camp will always be remembered in more than one way. What now seems to be very amusing, but at the time a very serious charge, was an incident that happened one afternoon shortly after the arrival of the 649th at the Morrison camp. Knowing that the camp was located near the famous Virginia oyster beds, every man was curious to visit them to secure a few of the famous shelled creatures which were more or less a luxury in Texas. Many of the men were from parts of the country where oysters are not grown, so the men were very anxious to see just what a real oyster bed looked like.

Warnings had been given the men not to walk in the beds, as many complaints had been received at Post Headquarters that several beds had been destroyed because of ignorance. Well, the 649th started out 70 strong. If you can draw a picture in your mind and see a young army in water knee-deep ; stealing, eating and filling pockets, overalls, hats, old coats and shoes, with these creatures of the shallow surf, you can then see the 649th on that memorable afternoon.

But alas, the story is not complete. The men had never seen an oyster bed before and did not know that they had destroyed a very valuable bed belonging to a nearby fisherman. After every available pocket had been filled and the few men who did not venture out in the beds had been laden down with oysters, the procession started toward the barracks, when—"Halt, you thieves", was heard from every side. Many guns were pointed at the men and it

seemed that the entire camp police force was on the job. A few fleet-footed escaped leaving their plunder right where it was when they were challenged. Ignorant of the fact that they had destroyed an oyster bed worth many dollars, 52 of the men were caught flat-footed and with thousands of oysters inside and outside, the entire squad of "oyster bandits" were marched at the point of a rusty bayonet and with the bore of a dozen old-fashioned shot guns at "Take Aim", back to the barracks. It was a sad procession and visions of the entire squadron spending a few months at Leavenworth passed thru every mind. It was rumored that many court martials would soon be under way. The oyster squad had gone "over the top" for the first time. Every man was questioned by a Captain, an old-timer too, who, in the language of the "Cliff Dwellers", severely censored every man. Many weeks passed and the expected court martials never arrived. Since then it is rumored that the man who owned the oyster bed, died of a broken heart before he could press charges, but we have never been able to corroborate that death. But we did eat the oysters.

The 649th was quarantined the second time for cerebro spinal meningitis during the month of March, 1918. We lost five men at that time. These men had symptoms of the disease and were taken to a hospital. New men were transferred into the squadron and on March 28, 1918, every man passed the final overseas examination.

Two months of hard drilling and training together with the actual construction work accomplished at the Morrison camp, fitted the men of the 649th for their overseas duty. While in the Virginia camp, the 649th gained prominence in social and athletic activities. During the two months spent there, the basketball team, which included many former college and prep school stars, was never defeated. An entertainment given in the auditorium of the camp by the 649th jazz band and its performers, brought much publicity in the newspapers of nearby cities. An innovation at this show was the appearance of Sergeant 1cl. James L. Sullivan, the well known New York rag-time king, with his home-made Xylophone, manufactured from old axe and pick and shovel handles. This well known celebrity was a member of the 649th.

On the morning of March 29, 1918, orders were received to leave for a port of embarkation. At noon that day the 649th entrained and one hour later embarked at Newport News, Virginia, on the U.S.S. DeKalb, formerly the notorious Prince Itel Frederick, the famous German sea raider. In time of peace the DeKalb was the Kaiser's own private boat, which was later interned by the United States Government after playing havoc with many ships on the

high seas, in a raid that kept the raider at sea for 245 consecutive days. The ship at the time of embarkation showed no aspects of the notorious old raider of yesteryear, but instead, it had been overhauled by Uncle Sam and mounted with eight 5" guns, eight 3" guns, and two anti-aircraft guns. The sides of the great ship showed the skill of the great camouflage artists of the Navy, and the two-stacker in its new garb, was an up-to-date battle cruiser of the auxiliary type.

On the DeKalb with the 649th was the 648th and 650th Aero Squadrons and a Quartermaster Labor Battalion (colored troops), about 900 troops all told, with a crew of 700 men. The DeKalb was the guard ship of the convoy which was met later.

When the 649th embarked, the squadron had the distinction of being the first and only aero squadron in the United States Air Service to leave the States fully organized for overseas duty, with every non-commissioned officer appointed and with the unit divided into four sections for active service in France.

Before leaving the States the 649th held first honors in all the camps they were stationed, in the Liberty Loan Campaigns. In the Second Liberty Loan, the 649th subscribed the highest total per man, passing all squadrons at Kelly Field, Texas, with a grand total of \$6,700, from a personnel of only 77 men. An individual subscription from the Commanding Officer brought the total to \$9,200. While at Kelly Field, Texas, the original members of the 130th Aero Service Squadron (now 649th), scored a beat on every squadron on the field by being the first squadron to have every member take out a \$10,000 insurance policy. At the camp in Morrison, Virginia, the 649th was the first squadron on the field to have every member take out insurance policies and they tied the 650th for first place with 150 policies from a personnel of 150 men.

The DeKalb left its secret moorings at Newport News, Virginia, on the afternoon of March 29 and anchored in the harbor close by, over night. At one o'clock on the afternoon of Easter Sunday, March 30, 1918, the DeKalb pulled anchor and slowly steamed to Old Point Comfort, off the Virginia coast, where anchor was again dropped.

On that memorable afternoon, a beautiful clear sky greeted us and in the distance the world-famous Chamberlain Hotel cast its shadows over the beautiful waters of Chesapeake bay. On that afternoon the troops on the U. S. S. DeKalb had the honor to review at Attention, the receiving by the United States Navy, of a fleet of Brazilian warships including a school of submarines, which were given Uncle

Sam to fight the Hun. It was a spectacular sight and one never to be forgotten.

The night of March 30, 1918, at 9 o'clock, with every light on the ship either covered with a blue shade or turned out completely, the DeKalb again pulled anchor and passing thru the Virginia Capes, started on the long voyage across the Atlantic.

Two days off the Virginia coast the DeKalb met the U.S.S. Susquehanna, which had left Newport News, Virginia, one day before the DeKalb. After we were five days off the coast of New York, we met five large ships, including the U.S.S. Grant; the U. S. S. Lincoln (since, torpedoed and sunk by the enemy); the U.S.S. Martha Washington; the U.S.S. Antigony; all of them troop transports, and the U.S.S. Battle Cruiser Huntington. The Huntington carried no soldiers but was used as an additional guard ship for the convoy.

Life on the boat was very pleasant and there was something doing every minute. Life boat drills were held daily until we reached the submarine zone. Boxing matches and battle royals were staged every afternoon, the colored troops on the ship furnishing the material for the battle royals. The 649th jazz band entertained every day and as a result the morale of the troops was one hundred per cent. With the exception of two days, the sea was very calm and the big majority of the men slept on the top deck of the ship.

After taking a zig-zag course for ten days, the life boat drills were discontinued and every man was given orders to have his life belt on his person at all times, ready for use. On the 11th day off the American coast, the first submarine alarm was sounded. It was in the afternoon and the men were in various parts of the ship. The siren sounded three sharp blows and then the fun began. Some men were shaving when the siren blew; some were taking a salt bath; while others were playing cards or taking a rest on their bunks in the forward hold of the ship. It took the entire squadron together with the other troops on the ship, just two minutes to form in squads in front of their respective life boats. Several shots were then fired from the U.S.S. Lincoln, on our starboard side. Any minute we expected an explosion and the thoughts of torpedoes loomed up in our minds. The submarine sighted happened to be a large barrel and another blow of the siren told us that all was well. The troops remained at Attention during the entire danger period and with the exception of a few of the colored troops who were on their knees reading their bibles, expecting to be struck by the Hun torpedoes, every man on the ship was disappointed in the fact that they had not been able to give battle to a real submarine.

When four days off the coast of France, the danger zone

was reached and the following day, to the great joy of everyone on the ship, we were met in the early morning by eight United States torpedo boat destroyers. From that time until we debarked, submarines were not thought of, although every man was wishing that a sea fight could be seen.

During its organization as an air unit, the saddest event that touched deeply every man of the 649th, was the death, from pneumonia on board ship, of Sergeant James Mulligan, of Greeley, Nebraska. Sergeant Mulligan was loved by every member of the 649th and his death greatly marred the enjoyment of the trip by many board ship. He died on April 8, 1918, and was buried at sea on the same date, a few hours after his death, with full military honors. This was the second death since the organization of the squadron.

After fifteen days at sea the DeKalb entered the port of St. Nazaire, France, April 12, 1918, and the squadron debarked the following day, April 13, 1918. After a hike of several miles at St. Nazaire, the 649th was quartered in old wooden barracks that formerly were occupied by a French infantry company. The camp was a rest camp and the squadron spent eleven days there, most of the time being taken up with drills and hikes. While at St Nazaire the baseball team of the 649th won the championship of the camp. Several men contracted pneumonia at St. Nazaire, and were taken to base hospitals, but later returned to the squadron.

On April 24, 1918, orders were received to move, and in the afternoon the squadron marched to the city of St. Nazaire, where we entrained for our destination and permanent location, which was Romorantin (Loir-et-Cher), France. The trip was made over night and in first and second class French railroad coaches.

Arriving at Romorantin on the morning of April 25, 1918, the squadron marched two miles to the camp known as Air Service Production Center N° 2, which is located between the city of Romorantin and the town of Pruniers.

Being the third aero supply squadron to arrive at A.S.P.C. N° 2 (Air Service Production Center N° 2), when the camp was in its infancy, the work of the 649th at first, was mostly construction work.

Almost in a night the first portion of this camp literally emerged from the earth. At that time, it already exhibited a proportionable semblance to its future appearance, when its size and importance would mark it as one of the widest known for the Air Service in France. Everywhere was activity typifying the speedy methods of operation of the sturdy American. At the time of the signing of the armistice, the camp stands as a remarkable achievement made in the face of almost disheartening obstacles and impediments.

On April 29, 1918, fifty members of the 649th were sent to Is-sur-Tille on detached service, and later transferred out of the squadron. This body of men were placed in charge of the Air Service Advance Depot No 1, under command of 2d Lieut. Louis Jaffe. These men are now in the 1106th Squadron.

After being quartered in wooden barracks in the center of the camp for several weeks, the squadron was moved to Supply Depot No 3, located at the west end of the camp. The first three weeks in camp, the 649th, together with another squadron, handled many train-loads of aviation equipment which was later used in the manufacture of airplanes and their parts.

At Supply Depot No. 3, the 649th had charge of a large warehouse of heavy machinery which was later used and assembled at the large machine shop located at A.S.P.C. No 2. This warehouse was in charge of one of the 649th officers, 2d Lieut. Leland R. Hoke, with non-commissioned officers in charge of the various departments.

Commanding Officer 1st Lieut. Gerald R. King, was placed in charge of all the aviation equipment received at Supply Depot No. 3, from the J. G. White Corporation, of New York City. This material included the raw products that were later used in the manufacture of five different makes of airplanes. This material was classified and placed in a large warehouse in charge of a non-commissioned officer of the 649th, together with a supply field covering three acres. Lieut. King later had charge of a stock of lumber that was used in the manufacture of airplane parts. This lumber alone was valued at two million dollars and was unloaded and classified by men of the 649th.

About this time our medical officer, 1st Lieut. Jesse Holmes (now a captain), was made sanitary inspector of A.S.P.C. No. 2; 2d Lieut. Leland R. Hoke was relieved of his duties at Supply Depot No. 3 and was appointed Aviation Clearance Officer, with headquarters at St. Nazaire, France; 2d Lieut. Austin T. Quick, squadron supply officer was appointed Aviation Clearance Officer for the port of Le Havre, France; and 2d Lieut. A.W. Hunt was appointed Statistical Officer and sent to Tours, France, for a course of instruction and several weeks later assigned to A.S.P.C. No. 2, for duty.

Early in May, 1918, a call was sent out from Headquarters of the Air Service to secure experienced and efficient men to have full supervision over the Liberty Flying Field which was being constructed at A.S.P.C. No. 2, where the famous Liberty planes were tested and assembled, this being the largest Liberty aviation flying field in the world,

As a result of this request for efficient men from the Air Service Headquarters a careful search was made and from the 649th were selected two non-commissioned officers with many years of experience in the manufacture of airplanes. These men were 1st Cl. Sergeant Gordon V. Thomas, who was assigned to the Liberty Flying Field as the non-commissioned officer in charge, and 1st Cl. Sergeant James L. Sullivan, who was assigned to the liberty assembly shops as Chief Inspector. A crew of ten men picked from the 649th was assigned to Sgt. Thomas. The 649th remained in charge of the Liberty Flying Field for five months, when Sgt. Thomas was sent to the First Advance Air Depot and Flying Field, at Colombey les-Belles, to take charge of all the Liberty planes going to the front. Sgt. Sullivan and a crew of eight men from the 649th were transferred to the same field, where Sgt. Sullivan was appointed Chief Inspector of the field.

The 649th had the distinct honor of furnishing the crew on the Liberty Flying Field at A.S.P.C. No 2, which had charge of the first battle plane with Liberty motor that was christened and successfully flown in France. The event was attended by General De L'Espee, Commanding the 5th Region of France, and staff; Colonel H.C. Whitehead, Assistant Chief of the United States Air Service; Captain Pullinger, of the Royal Flying Corps, many senior and junior officers of the American Army and prominent Frenchmen.

The event in which the 649th men played a very prominent part, marked the beginning of a distinct change from a half-passive, haphazard air service to an active, comprehensive program of operations from which wonderful results were obtained.

1st Lieut. Gerald R. King was relieved of his duties of Commanding Officer of the 649th, on July 19, 1918, in order that he could devote more time to his duties at Supply Depot No. 3. He was succeeded by 2d Lieut. G C. Maxwell, of Baltimore, Maryland, officer in charge of the Spare Parts Department of the Air Service, at A.S.P.C. No. 2.

1st Lieut. Vernon C. Sheldon, Adjutant, was also relieved of his duties with the 649th on July 19, 1918, and assigned as Commanding Officer to the 1106th Replacement Squadron, at A.S.P.C. No. 2.

On the same date the 649th men on duty at Supply Depot No. 3, were relieved of their duties there in order that the entire squadron could devote all their time and take charge of the Spare Parts Department of the Air Service. On July 20, 1918, the squadron moved to new quarters near the Spare Parts Department, which was the finest location in the camp.

On September 27, 1918, 2d Lieut. Vincent de Paul Henderson, of Philadelphia, Pennsylvania, was assigned to the 649th as assistant officer in charge of the Spare Parts Department.

2d Lieut. A. W. Hunt was assigned to the Headquarters Staff at A.S.P.C. No. 2 in August 1918, and made Personnel Adjutant. He was relieved of his duties with the 649th and promoted to 1st Lieutenant on October 23, 1918.

On the same date 2d Lieut. G. C. Maxwell, commanding, was promoted to a 1st Lieutenant, and thru his forceful management, the great success of the 649th as an active unit is mostly due.

The 649th successfully organized the Spare Parts Department of the Air Service, which consisted of six large warehouses of aviation material, including all the Liberty motors sent to France from the United States, together with all the DeHaviland 4 airplane Spares. Being the only department of its kind in the Air Service in France, it may undoubtedly be said that the 649th Aero Supply Squadron in charge of this department, played one of the largest rôles in the Air Service program. At all times the aviation equipment under the complete control of the 649th and its efficient staff of officers, was valued at many millions of dollars. (See history, Spare Parts Department, Air Service, France).

The aviation equipment handled at the Spare Parts Department was convoyed to all the air depots of France; to the advance flying fields at the front, and to the Royal Air Forces of England, by men of the 649th. Members of the 649th have covered, by train convoy, more territory than any supply squadron in the American Expeditionary Forces. Over two thousand 400 horse power Liberty Motors were carried in stock at various times.

As a result of the wonderful achievements accomplished by the 649th while in charge of the Spare Parts Department of the Air Service, American Expeditionary Forces, on several occasions the department and personnel have been cited by Inspecting Generals, including the Chief of the Air Service. Several inspections by General Patrick, Chief of Air Service, resulted in complimentary citations pertaining to the efficiency of the department as a unit.

Only thru the untiring efforts of the officers of the 649th, the non-commissioned officers, and other members of the personnel, has the great success of the squadron, in charge of the Spare Parts Department, been able to play the leading rôle of Supply Squadrons on active service with the American Expeditionary Forces, up till the time of cessation of hostilities with Germany.

Two men were lost by death while in France, up to

April 13, 1919. The first death was that of Private 1cl. William O. Blair, of Muskegon, Michigan, who was killed accidentally, in line of duty, October 31, 1918, and buried with military honors at the military cemetery, Air Service Production, Center No. 2, on the same date.

The second death was that of Chfr. 1cl. Russell W. Nelson, of Belmont, Montana, who died very suddenly, of heart disease, December 24, 1918. He was buried with military honors at the military cemetery, Air Service Production Center No. 2, on the same date.

In France the 649th always was known as a great supporter of athletic activities and social functions. Quartered in one of the finest camp sites in France, A.S.P.C. No. 2, the squadron has many times passed vigorous inspections, and ranked among the best. During an inspection by a Quartermaster Colonel in the month of September 1918, the squadron was cited for having what the inspector said to be, the finest mess hall in France. The furniture used by and in the offices of the squadron and the Spare Parts Department, was made by our own cabinet makers, out of salvage airplane box lumber. The 649th was represented in the championship football team of the American Expeditionary Forces, which was never scored on, in the person of Sgt. 1cl. Wright W. Sconce, a well-known athlete of Nebraska University, who scored a higher total of points than any man on the team.

Since the organization of the 649th Aero Supply Squadron in Kelly Field, Texas, fourteen enlisted men of the unit have received commissions as officers; two enlisted men are military aviators and three other men have been recommended for commissions. Eight men were transferred to Paris and assigned to the American Air Service Headquarters. As non-commissioned officer in charge of the Statistical Office at A.S.P. C. No. 2, Master Signal Electrician-Robert D. Mackay, of the 649th, efficiently represented the squadron in that department.

The editor of the camp newspaper at A.S.P.C. No. 2, is a member of the 649th, as was also the non-commissioned officer in charge of the Transportation Department of A.S.P.C. No. 2. In addition to this, the 649th furnished nine non-commissioned officers for duty in various other departments of the camp Headquarters and the Quartermaster Department.

This, in full, is the history of the 649th Aero Supply Squadron, and the part the organization played in the heralded Air Service of the United States. While at Air Service Production Center No. 2, Romorantin, France, every man and officer of the 649th gave his best, to finish the job on time—the defeat of Germany and her allies,

While at A.S.P.C. No. 2, the 649th and every other organization on the field was guided by the indomitable will of the Commanding Officer of the camp, Lieutenant Colonel E. V. Sumner, who possesses a career of many brilliant military achievements.

To the efforts of this sturdy West Pointer, is due the great success of the air units of Air Service Production Center No. 2, France.

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## SQUADRON PERSONNEL

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### OFFICERS

1st Lieut. GEOFFREY MAXWELL, Commanding Officer, 2101 North Charles Street, Baltimore, Maryland.

"The Boss". "Let's have your attention for a minute, please. You will be paid at 12.30—line up in the far barracks. (Joy) The Spare Parts must be cleaned up; it depends upon you men, and it will take about three months, and then—? (Sorrow). First Sergeant — Dismiss the squadron."

2d Lieut. DEE BERRY, Supply Officer, Sturgis, Mississippi.

"The Censor". He knows of all our woes and cares,  
But to tell anyone he never dares,  
To him we bring our packages neat,  
And lay them gently at his feet.

(Extra Line)—And as a censor he is hard to beat.

2d Lieut. LELAND D. Crawford, O.I.C. Spare Parts Annex, San Benito, Texas.

"Our Stranger". It is rumored that he is anxious to get home since the fight is over. His work at this camp makes his presence at the squadron like the Sunshine of France.

### ENLISTED MEN

John J. Allen, Chfr lcl., 217 North Pearl Street, Albany, New York.

"Kike". Heh there: Let's take a run down to "Keeler's" in the Cad.

Donald E. Arries, Sgt lcl., Plattsmouth, Nebraska.

"Don". The King of Indoor Sports from the state that made John Barleycorn take the count.

Ira R. Andrews, Chfr., Hazel Green, Wisconsin.

“ Andy ”. The cheese maker from the Badger State.  
Thinks Paree is tres bon

John I. Armstrong, Pvt Icl., Marlow, Oklahoma.

“ Johnnie ”. An admirer of Parisienne Beauties. “ Oh  
how I love them ! ”

Benjamin D. Archer, Chfr , Davidson, North Carolina,  
Route No. 24.

“ Reds ”. Rode 40 miles on muleback to enlist and “ light-  
ed ” in Romo.

Arthur F. Babineau, Chfr., 132 South Main Street, Concord,  
New Hampshire.

“ Bab ”. An interpreter with a mean line of “ Frog ”.

Calvin N. Baity, Pvt., Advance, North Carolina, Route No 1.  
“ Red ”. Combination carpenter and K. P.

Norman E. Baeckel, Pvt., 5 North White Street, York, Pen-  
nsylvania.

“ Bake ”. I’m off the French mademoiselles for life.

Edward J. Barnes, Mess Sergeant, 414 East 163d Street, New  
York City.

“ Pinkie ”. Shows his love for his canaries by feeding  
“ Bird Seed ” to the boys.

Francis L. Beck, Pvt., 67 Vienna Street, Palmyra, New York.

“ Beck ”. Senior member of the “ Beck-Blount-Roofing-  
Corporation ”.

Amory F. Bell, Chfr Icl., 1830 Jackson Street, San Francisco,  
California.

“ Amy ”. Better keep Amy away from Romo, “ Kike ”,  
or you will lose your bunkie.

Eugene Belanger, Pvt., 50 Manchester Street, Lawrance,  
Massachusetts.

“ John Doe ”. His oversea’s address finds him walking  
post in Romo.

Joseph E. Beltrand, Corp., 313 Fourth Street, North East  
Minneapolis, Minnesota.

“ Joe ”. Captured Rummy Ridge and Cognac Hill without  
a casualty.

Walter W. Blankenburg, Pvt., 823 East Main Street, Dan-  
ville, Illinois

“ Blank ”. Boasts his town publishes a newspaper. “ The  
Danville Bugle ”.

Wayne C. Blaser, Corp., Upper Sandusky, Ohio.

“ Ma ”. “ In whom are hid all the treasures of wisdom and  
knowledge ”. Col. 1 : 3. A faithful supporter of the  
“ Y ” kennels.

James L. Blount, Pvt Icl., 3733 North Robey Street, Chicago,  
Illinois.  
"Red". Gold Brick, caught cheating at solitaire.

Peter J. Bombardelli, Pvt Icl., 1214 Ninth Street, Sacramento,  
California.  
"Bombie". His position is Orderly but his conduct is Not.

Bland W. Brown, Cook, Lemon Cove, California.  
"Brownie". His meals consist of Crap, Poker and  
Black Jack.

George L. Burgoyne, Chfr., 508 South Shawnee Street,  
Lima, Chio.  
"George". A pattern maker drawn from Lima (bean),  
Ohio, who drinks laughing gas.

Richard M. Butler, Pvt., 1326 Dewey Street, Madison, Wisconsin.  
"Butts". Expects to go home "Eventually, Why Not  
Now".

Stanley J. Cardwell, Sgt Icl., 1130 Emerson Avenue, Salt  
Lake City, Utah.  
"Peggy". Athletic Sage Brush Jumper and champion  
letter-writer.

Leo T. Carroll, Pvt., 2718 North Girard, Minneapolis,  
Minnesota.  
"Jap". Similar to a Japanese Rose.

Norvile R. Carter, Pvt., Holdenville, Oklahoma.  
"Nick". A detective—(Nick means Not). Would you  
like to kiss me, Herd?

Theodore L. Clements, Chfr., Jonesboro, Arkansas.  
"Clem". A member of the "Silent Six" and a coffin  
builder in civies.

Paul F. Coddington, Sgt., 1004 Sixtieth Street, Oakland,  
California.  
"Coddy". Keeps the boys in heated arguments by keep-  
ing the stove red hot. A bear-cat around "short" and  
"second".

John E. Coffman, Pvt Icl., Lumberport, West Virginia.  
"Cough". Snake hunter from the interior, who would  
willingly call a "Pair of K-Boys" with a "Full House".

Ralph A. Conger, Corp., 319 Gladden Street, Denison, Iowa.  
"Ralph". The mule-driving "Black Jack King". When  
he deals, it's all off.

Ernest F. Couture, Corp., Bath, Maine.  
"Cootch". Always arguing but never known to carry  
his point.

John M. Collis, Pvt., Hamilton Square, Trenton, New Jersey.  
“Jimmy”. Small, but boasts of a beaut of a right uppercut.

Arthur J. Dickinson, Pvt, 809 Avenue K, Brooklyn New York.  
“Dick”. His dreams of being M. S. E. have vanished.  
Better known on THE street (Wall Street), as Mister.

Robert L. Dodge, Pvt lcl., Laurel, California.  
“Dod”. His name may be Dodge but he is no “Draft-Dodger”.

Chester L. Dodson, Corp., 152 Walker Street, Tiffin, Chio.  
“Chet”. The city-slicker who claims to have seen service at the “Front”—?

Edward J. Doyle, Chfr., 522 Main Street, Denwood, West Virginia.  
“Ed”. His highest ambition is to become a politician in his own home town.

Howard Duckworth, Sgt., 400 Edgemont Street, Pittsburg, Pennsylvania.  
“Duck”. Receives mail from 11 members of the female species. (Chicken.)

William A. Ellinger, Chfr., Straw and Lincoln Avenue, Bellevue, Pennsylvania.  
“Bill”. Willing to take a chance any time.

Charles C. Ellis, Pvt. 1cl., 67 Barnes Street, Wilkesbarre, Pennsylvania.  
“Ellie”. The “life-saver” who was cited for gallant action by rescuing three comrades from an alcoholic barrage of terrific velocity.

Henry O. Enge, Chfr., 2235 Tenth Street, Berkeley, California.  
“Otto”. He wants his liberty now just to be spoiled when he gets home.

Rex W. Fox, Pvt., Hartford, Ohio.  
“Wrecks”. A professor in the art of butchering hogs.

Guy W. Fullington, Pvt. 1cl., 34 Buell Street, Burlington, Vermont.  
“Fully”. Wonders why a new pair of “hobs” won’t pass inspection.

Guido Gaddini, Pvt., 446 Orleans Street, Chicago, Illinois.  
“Wally”. His favorite fruit is spaghetti. A new citizen of the U.S.A. and will not be called a “wop”. Ask Ries.

Raymond B. Gallagher, Pvt. 1cl., Sheffield, Pennsylvania.  
“Rat”. Once a barber. Does not cut hair any longer—he cuts it shorter.

Clare H. Gardner, Sgt., Pleasant Street, Hudson, Michigan.  
“Sarg”. The “Harrison Fischer” of the outfit. Hasn’t even a close competitor.

Edward C. Gdaniec, Pvt., 638 Twenty-third Street, Detroit, Michigan.

“Ed”. The closest pronunciation to his name is “Hand-Axe”.

Walter F. Geyer, Pvt., 1cl., New Paris, Indiana. c/o J.C. Metz.

“Walt”. His ideas are confined to sanitation. Ask him—he knows.

Harold L. Gordon, Corp., 132 Baldwin Street, Laconia, New Hampshire.

“Hal”. Another member of the “Silent Six”. Never known to open his mouth, only when eating.

Freelan W. Groce, Sgt., Holdenville, Oklahoma.

“Greiss”. His “Spare Parts” keep him together.

William B. Herd, Cook, 52 West Ninety-eighth Street, New York City.

“Bill”. A political agitator from “Joisey” and never known to cook a decent meal.

Lawrence B. Hewer, Cook, Wallace, Idaho.

“Larry”. A “slum artist” who indulges in books and French beverages.

Delmar Hicks, Cook, Lawndale, Missouri.

“Del”: Is that you, El? No, I’m Del.

Elbert Hicks, Cook, Lawndale, Missouri.

“El:” Is that you, Del? No, I’m El.

Holman E. Hoff, Chfr., Nachusa, Illinois.

“Hole”. Red Archer’s bunkie. God protect him from contracting “Red-mania”.

Fay Hoopple, Chfr., Davenport, Washington.

“Hoop”. His favorite book is “The Nurse and the Knight”. Only had the “Y” circulated this book sooner.

Bernard G. Howard, Pvt., Ada, Oklahoma.

“Johnnie”. We think Ada is proud of her Johnnie.

Clarence E. Hunt, Pvt. 1cl., 223 North Washington Street, Moscow, Idaho.

“Hunt”. Formerly a mess sergeant and another one converted by “The Nurse and the Knight”.

Anthony G. Hunthausen, Sgt. Icl., Box 277, Anaconda, Montana.

"Tony". As the Top Cutter, Von Itchius, has won the admiration of every member of the 649th; being without a doubt—a rare case—the most popular man in the outfit. We are with you Tony, and if that Aviator back in Anaconda who has never seen foreign service, ever shows his affections 'round "Tuchscherer Way" again, the "Louies" will be short one man.

Andrew H. Jelsma, Chfr., 1706 West Cleveland Avenue, Guthrie, Oklahoma.

"Goosema". The Oklahoma Comer that has a nifty hook.

Ingolf Jeppeson, Cook, Hill, Montana.

"Jepp". The only man that can make our dessert "Swedish" (sweetish).

Ralph Johnson, Pvt., Washington, Indiana.

"Ralph". Italy is some place. Some Place???

Joseph Johnston, Pvt. Icl., 2112 Twenty-eight Avenue, South, Indianapolis, Indiana.

"Joie". Ooh's snooky ookums is ou? Mon Cherri. He indulges in croquet and tennis.

Donald E. Jonas, Corp., Madison, Wisconsin.

"Jona". Known as a jeweler in civies and a "hash hound" in O. D.'s.

Marion F. Jones, Pvt., Huron, Indiana.

"Marian". He believes in marrying and Marian only.

Caroll L. Justice, Pvt., Icl., 1117 Magoffin Street, El Paso, Texas.

"Carroll". Oh, how we'd love to murder the bugler.

George A. Knoffler, Sgt.. 36 Beck Avenue, Akron, Ohio.

"Knoff". A good looking gentleman from the Tire City. An "Itch" patient

Arthur Kettler, Chfr., 3027 Arlington Street, Chicago, Illinois.

"Art". Lost his standing when he became an O.D. Soldier.

Norman A. Kneable, Pvt., 68 Lorenzo Street, Rochester, New York.

"Naboe". One of the few remaining "Beazels" to survive the test.

Rudolph Krombach, Pvt., Clever, Ohio.

"Krumby". Once a cook and is still 20 degrees below a "Bezel".

Harry Lagerstedt, Corp., 806 Hyacinth Street, St. Paul, Minnesota.

"Laggy". Lager means beer; stadt means city.

Victor E. Laude, Sgt. 1cl., Carlsbad, New Mexico.

"Vick". Who won the war? The M. P's, of course, says Vick.

Robert V. Leachman, Sgt., 530 North Bell Street, Shawnee, Oklahoma.

"Leachy". President of "The Winter Stove League" and never known to break a speed record.

James Leland, Corp., 2007 Madison Avenue, New York City. "Jimmy". The silver-toned tenor from Harlem.

William A. Leppla, Pvt., 3026 East Eighty-third Street, New York City.

"Willie". The squadron squirrel. The deal is right when he places "first" for "seconds" in the chow line.

Emile Levasseur, Pvt 1cl., 522 Moody Street, Lowell, Massachusetts.

"Levas". Formerly a street-car (corndoctor) conductor from the City of Spindles. At drill—"Squads det wready, top!"

Lloyd Lindsey, Pvt., Seattle, Washington.

"Winehound". We wonder if he chased the growler in the Queen City?

Anson C. Little, Pvt., 1cl., 7 Golthweight Place, Peabody, Massachusetts.

"Pop". Originator of the famous step named after his city.

George N. Longfellow, Sgt. 1cl , Freedonia, Kansas.

"George". Very efficient in handling the Bull (gang). Expects to go back to Freedonia and George, Jr., just as soon as his "Spare Parts" are cleaned up.

Raymond H. Logan, Sgt. Major International Falls, Minnesota.

"Ray". When Uncle Sam accepted this volunteer he received one of the squarest men in the service. He possesses many stirring qualities and his work will never be forgotten. "Ray" is the "Ace of Bathers" and leads the list with 1463 notches in the Bath House Door. His social affairs are very limited in France but he promises to make up for lost time when he reaches Minnesota.

Elmer J. Lybert, Sgt., 1cl., Marion, New York.

"Lybert". A wizzard on the 400 H.P. Liberty Motor.

John E. Mac Donald, Chfr., 12 Stone Street, North Plainfield, New Jersey.

"Johnnie Mac". Who just as soon would be home among the mosquitoes "Joisey's" native bird.

Robert J. Mc Elhinney, Chfr., 555 Gray Street, London,  
Ontario, Canada.

"Canadian Limmy". Queen Anne must have been a  
game old sport to live in that rock pile.

Robert D. Mackay, M. E., Forsyth, Montana.

"Mack". The pride of the Personnel Office, A.S.P.C.  
No. 2. "A Franc says he's right coming out."

Orian S. Mac Kain, Chfr., 6 Park Street, Jersey City, New  
Jersey.

"Shorty". Sixty-three inches of argument with a  
memory dating back to Methusela.

James M. McMillen, Pvt. Icl., 727 Mount Claire Street,  
Pittsburg, Pennsylvania.

"James Mac". We cannot prove that Squirrel Hill  
makes him that way.

Willet M. Messenger, Pvt., 3732 Garfield Avenue, Minnea-  
polis, Minnesota.

"Willet". Marked "quarters" more than any man in  
the A.E.F.

Clarence L. Miller, Chfr. Icl., 1617 East Dayton Avenue,  
Spokane, Washington.

"Granny". So big and brave, n'everything.

Harrison V. Mills, Corp., Route No. 1, Box 141, Lincoln,  
Nebraska.

"Harry". Our "Fifth Lieutenant". The "coiffeur"  
charges by the square-foot when operating on this  
patient.

Einar Myrdal, Corp., Eidenburg, North Dakota.

"Einar". One of the old reliables who expects to  
organize an "Air Service" in Iceland.

Cletus M. Meyers, Chfr., 214 Oakridge Avenue, Goshen,  
Indiana.

"Cletus M." The Hoosier State lad who has no use for  
the native drinks of France.

Warren K. Neal, Sgt., 338 Warwick Street, Brooklyn,  
New York.

"Walt". Late with Rose Sydell's London Belles.

Edward Olson, Corp., Fort Peirre, South Dakota

"Ed". Very quiet, but a man will do anything (once) on  
a furlough.

Joseph Ovington, Sgt., Council Bluffs, Iowa.

"Joe". President of the Dismounted Order of Squakers.

James E. Palmer, Pvt., Orlando, Oklahoma.

"Jim". Six month's service in Sunny Italy has made  
quite a "wap" of Jim.

Robert S. Patterson, Sgt., Elsworth, Kansas.  
"Pat". Two-hundred pounds of real Kansas-fed stock.  
Knocks 'em dead in basketball.

Clyde W. Pence, Pvt., Harvell, Illinois.  
"Clyde". Permanently knighted in the "Order of the Dish Pan".

John L. Perry, Pvt. 1cl., Fountain City, Tennessee.  
"Deacon". Holds his hygiene classes in the mess hall every Wednesday evening.

Loren A. Peters, Sgt., Payson, Illinois.  
"Sgt. Peckerson". Expects to break in the Big Leagues when he hits home. "Pete" says his "moiselle" also receives her mail at Payson, and that he expects to "cut a cat's body" when he pulls in.

Phillip M. Pflaum, Sgt., 532 Fifty-second Street, Brooklyn, New York.  
"Phill". Is in charge of 5000 Irishmen in Calvary Cemetery.

Olen Piper, Pvt., 308 North Twentieth Street, Billings, Montana.  
"Pipe". His clothes are stenciled O. P. No doubt they belong to other people.

Robert E. Powell, Chfr., 166-1/2 Twelfth Street, Wheeling, West Virginia.  
"Pow" He pushes a wicked brush.

Samuel C. Pugh, Pvt. 1cl., 603 South Princeton Street, Lancaster, Pennsylvania.  
"Pug". A very industrious photographer from the Keystone State.

Wesley M. Pugh, Sgt., 620 North Glenoak Street, Peoria, Illinois.  
"Wess". Is making his abode with a civilized outfit after spending his rookie days as a Motor Mac.

Theodore B. Redstreake, Corp., 5827 Crittenden Street, Philadelphia, Pennsylvania.  
"Stroke". The most popular "mail" in the squadron. A product of the "City of Seven Sundays" and his hair grows 61 inches above the surface of the earth. As a mail-orderly he has played one of the most important rôles in the war. He says the Argo Boat Club is a hell of a swell place.

Charles L. Raue, Pvt., Bonneterre, Missouri  
"Rauey". Returned from Italy to make his home among the spuds in the mess hall.

William H. Reed, Pvt., East Denni, Cape Cod, Massachusetts.

"Bill". He rubs the points on the Tennessee Blocks before shooting.

Oma H. Rhoades, Pvt., Crystal Springs, Mississippi.

"Dusty". A crap-shootin-K P. from the swamps of the big river.

Edward M. Ries, Pvt. 1cl., Capitol Heights, Maryland.

"Eddie". Hard luck has made him a member of the "Morning Bicycle Squad".

William H. Schultz, Chfr. 1cl., 777 East Jay Street, Trenton, New Jersey.

"Schoolitz". Will cost Uncle Sam an extra fare on the homeward journey. The squadron wishes you and your better-half the best-o-luck.

William H. Schlie, Chfr. 1cl., Long Prairie, Minnesota.

"Old Bill". Well, I guess I'll stay—I got four aces and may get the joker.

Wright W. Sconce, Sgt. 1cl., Edgar, Nebraska.

"Scranton". Will rank with any of Walter Camp's All-American quarter-backs. The pride of the 649th and a first-rater among the A.E.F. athletes.

Rolland Richardson, Pvt., 511 East Casche-La-Pouche Street, Colorado Springs, Colorado.

"Rich". Must expect to promote an aircraft program at the famous old resort according to the number of souvenirs "Stroke" tots to the post office.

Matthew B. Scott, Pvt. 1cl., 144 Le Moyne Avenue, Washington, Pennsylvania.

"Scoty". Expects to become famous in the agricultural world.

Edwin H. Shockley, Sgt., 617 East Main Street, Enid, Oklahoma.

"Shock". Camp Headquarters has found that Oklahoma produces good stuff.

Henry N. Smith, Chfr., Rome, Georgia.

"Smithy". He prizes a mustache that resembles a buzzard's nest, but defies the world to remove it.

Lawrence P. Smith, Chfr., 42 South Thornton Avenue, Dalton, Georgia.

"L.P." The squadron cobbler. His heart and soul (mostly sole), is in his work.

Ned J. Smith, Pvt., 1451 Bennett Street, Flint, Michigan.

"Smitty". Our tonsorial artist with a sweet disposition. (Like hell).

Charles J. Stanley, Chfr., Petroleum, West Virginia.

"Stan". His daily "lifts" are shortening our stay in France—perhaps not his. He is considering the "free-passage-offer" from Uncle Sam?

Walter L. Starling, Sgt., Olean, Missouri.

"Walt". A three-hitcher who is in the Air Service for a rest. (Not arrest). Middle-weight champion pie-eater.

Osmond A. Stephens, Sgt., 1004 East Fourth Street, Duluth, Minnesota.

"Steve". Oh! A wonderful looking lad from "The Zenith City of the Unsalted Sea".

Glen L. Stultz, Pvt., 121 East Second Street, Bloomington, Indiana.

"Daddy". He has had the appendicitis and sings, "I don't want to get well". And the nurses sing, "I don't want him to".

Allen R. Thomas, Sgt., 136 East Third Street, Lansdale, Pennsylvania.

"Tommy". His latest and greatest pleasure is when he says "Baa" in the presence of Montanians. As a Supply Sergeant he shares honors with the best of 'em. Through his abilities as a journalist and historian, he has been placed ace high among the members of the 649th. For instance :—"Look at this book". Nosh nof de galy nimee davie stunt obts 't novia.

Hans C. Thomsen, Pvt., 124 Newton Avenue, Astoria, Long Island, New York.

"Hans". Claims to have tested more Liberty Motors than any man in the Air Service.

Austin Tillis, Sgt., Fitzgerald, Georgia.

"Flying Sergeant". Has learned to speak French fluently and has cornered the "crab market".

Ralph Varner, Chfr., Carrollton, Illinois.

"Rip". No doubt he is the town cut-up at home. You must "sell out" at 10.15 p.m. if you use his bunk for a session of the "penny-anters".

Paul Vernon, Corp., 5400 Keystone Place, Seattle, Washington.

"Paul". That's official boys—I got it from Shockley.

Frederick Weer, Sgt., Covington, Kentucky.

"Old Man Weer". Cannot compre the French made-moiselles but claims to be a devil in his own home town.

Guy W. Welker, Sgt., Rouseville, Pennsylvania.

"Welkie". Let's give three cheers for our C. O. Oh! how I love the ladies. Poker cost me several hundred, but I'm game. That's me.

Magnus Wennerbom, Chfr., 200 Twelfth Street, Port Arthur, Texas.

"Flop". Conversation with an officer :—"I'm a previous service man; served four years on the border; was recommended for a Colonel—but I don't give a damn—cut my leg off, its no good anyway."

Mackey D. Williams, Pvt. 1cl., Fayette, Alabama.

"Mackey". Pug and I are buddies. The virtuous Southern Gentlemen.

Karl S. Wimer, Sgt., Lamonte, Missouri.

"Karl". His "Show Me, I'm From Missouri" nature, cost him 160 francs and we are still in France.

Mont O. Woodward, Pvt. 1cl., Bottineau, North Dakota.

"Woody". He makes us all "come clean" in the bath house. As an electrician he reigns supreme.

Asahul H. Woodruff, Corp., 1636 South Fifth Street, East, Salt Lake City, Utah.

"Ash". The diminutive "forward" from "The City of Saints", who thinks of changing his name to Aaron, so as to be first in all formations.

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## A FEW CLASS "D'ERS"

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Robert M. Willians, Chfr., Kerrville, Tennessee.

"Memphis". A victim of the "Kneeditis" and Base 94 put him in Class D. He is now singing, "Back Home In Tennessee". Memphis claims he told the nurse that the only thing that would cure him would be a sea breeze. He was "checked out" in 36 hours.

Archer F. Price, Sgt., Toccoa, Georgia.

"Arch". Base Hospital 94 found him with an abscess in his ear and another O. D. soldier was "checked in" at New York. His personality and original sayings form a missing link in the squadron. For twelve months his "Badger Head" adjectives and his lingo of "Shmona galias' Noshus" kept every man filled to the brim with pep.

William L. Tourgee, Sgt Icl., 509 Catskill Street, Woonsocket, Rhode Island.

"Turkey". The delicate membranes of his heart and stomach did not coincide with the blue-prints at Base 94, therefore Mrs. Tourgee will be his nurse in the future.

Joshua A. Jones, Pvt Icl., 503 North Oak Street, Ottawa, Kansas.

"Josh". Two bum "lamps" gave him a passage via Saint Nazaire, to his own home town. It was a tough parting when he said goodbye to the boys.

William I. Salisbury, Chfr., Okmulgee, Oklahoma.

"Thusless". A shattered prop received in a motorcycle accident gave him a free ride from Chateauroux to Okmulgee. We miss you and so does Miss Frenchie at the "Long House".

David M. Anderson, Chfr., 429 Seventeenth Street, Denver, Colorado.

"Andy". The surgeons at Base 94 found his "listeners" in bad shape and Andy will soon be back in The City of the Plains.

Dewey Phillips, Pvt., 4636 Page Street, St. Louis, Missouri.

"Admiral". A bum lamp sent him to the Blair Hospital, and he is probably back home today.

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## THE BEST OF FRIENDS MUST PART Former Members of the 649th

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### OFFICERS

1st Lieut. Arthur W. Hunt, Post Personnel Adjutant, 53 State Street, Boston, Massachusetts.

"The squadron God-Father". His interest in the squadron has always been the very keenest.

1st Lieut. Vernon C. Sheldon, C.O. 1106th Aero Repl. Sqdn. Tonkawa, Oklahoma.

"Our Old Standby. His fatherly advice will never be forgotten by members of this command.

1st Lieut. Gerald R. King, 581 Seventy-first Street, Brooklyn, New-York.

"The ex-boss". Brought us safely across the briny foam and made us take a salt water bath.

Captain Jesse G. Holmes, M.R.C. Post Sanitary Officer,  
Alamogorodo, New Mexico.

“Doc”. When you get sick of C.C. Pills and Iodine, see  
Captain Holmes.

2d Lieut. Vde Paul Henderson, 3629 Powelton Avenue,  
Philadelphia, Pennsylvania.

“A regular fellow”. The sunshine of his smiles always  
kept the fellows in good spirits.

2d Lieut. Austin T. Quick, Fredericksburg, Virginia.

“The ex-Supply Officer”. Now a Provost Marshall at  
Le Havre, France.

2d Lieutenant Leland R. Hoke, 411 Hamilton Street, Painted  
Post, New York.

“Our Star Twirler”. Now Aviation Clearance Officer,  
Saint-Nazaire, France.

2d Lieut. Louis I. Jaffe, South Boston, Massachusetts.

“?”. Officer in charge of 649th detachment sent to  
Is-sur-Tille, France.

## ENLISTED MEN

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Max A. Henley, Sgt., Anaconda, Montana.  
Bernard Wasserman, Sgt 1cl , Amsterdam, New York.  
Robert S. Wurm, Sgt., Bad Axe, Michigan.

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